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SWEET INJECTION!

KTM'S 2018 TWO-STROKE ENDURO MODELS REALLY HIT THE SPOT IN OUR AMAZING ERZBERG SHAKEDOWN

MAXXIS MAYHEM

AS THE BRIT MX CHAMPS REACH THE HALFWAY POINT WE CHECK OUT WHO'S HOT AND WHO'S NOT...

IMPORTED TALENT!

HARRI KULLAS AND STEVEN LENOIR ADD A LITTLE INTERNATIONAL FLAVOUR TO THE UK RACE SCENE

OVER AND OUT!

RYAN DUNGEY TAKES AMA SX TITLE #4 BEFORE IMMEDIATELY CALLING IT QUILTS



LYNDON POSKITT | BURNICLE'S BEAT | AMA SUPERCROSS | TADDY BLAZUSIAK

FEATURES

016: HARRI KULLAS

MVR-D HUSQVARNA'S BIG HOPE OF TAKING A MAXXIS TITLE IN 2017 IS MAKING HIS PRESENCE FELT IN BOTH THE MX1 AND MX2 CLASSES — SAY HELLO TO HARRI KULLAS...

044: MAXXIS BRIT MX CHAMPS

AS THE CHAMPIONSHIP HITS THE HALFWAY MARK WE INVESTIGATE WHO'S BEEN DOING THE BUSINESS AND WHO HASN'T...

052: LYNDON POSKITT

ADVENTURE RIDER, DAKAR STAR AND SOCIAL MEDIA LEGEND — WELCOME TO THE SOMETIMES LONELY WORLD OF LYNDON POSKITT

062: AMA SUPERCROSS

A BLOW-BY-BLOW ACCOUNT OF THE 2017 450 SX TITLE CHASE

086: TADDY BLAZUSIAK

THE ALL-TIME WINNINGEST RIDER IN ENDUROCROSS TALKS ABOUT STEPPING AWAY FROM THE RACES AND MORE

088: 2018 KTM EXC TPI TEST

WE GET TO GRIPS WITH KTM'S GROUND-BREAKING NEW ENDURO MODELS AT ERZBERG. DID THEY HIT THE SPOT? READ ON...

108: STEVEN LENOIR

HE'S ALREADY AN MX2 BRITISH CHAMPION BUT HOBBS RACING KAWASAKI'S STEVEN LENOIR HAS GOT A SECOND TITLE IN HIS SIGHTS — THIS TIME IN THE 450 CLASS...

REGULARS

010: ON THE COVER

WANNA KNOW WHY RYAN DUNGEY'S UP FRONT? CHECK IT OUT, Y'ALL...

028: NEWS AND COLUMNS

A LEFT-FIELD LOOK AT THE BADDEST OFF-ROAD NEWS FROM AROUND THE GALAXY

071: DBR RIDE SECTION

OUR FRICKIN' AWESOME CONSUMER SECTION CONSISTING OF...

072: STUFF

AMAZING NEW PRODUCTS THAT YOU NEED IN YOUR LIFE

074: DBR TESTED

MAX ACTUALLY GETS AROUND TO TESTING SOMETHING WHILE DAN CONTINUES HIS QUEST TO DELIVER ALL-ROUND RM-Z AWESOMENESS

082: BURNICLE'S BEAT

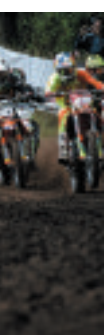
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099: RAGE

AWESOMETASTIC YOUTH MOTOCROSS ACTION



CONTENTS



052



062



108



ON THE COVER:

AMA ACE RYAN DUNGEY SECURES SUPERCROSS TITLE
#4 AND THE CALLS IT QUITS — WHAT A LEGEND!
© GARTH MILAN/RED BULL CONTENT POOL

CONTENTS:

GAUTIER PAULIN SQUEEZES UNDER TONY CAIROLI
AT THE GERMAN GRAND PRIX
© RAY ARCHER



SWITCH

HITTING

ONE OF THAT RACE BREED OF RIDERS WHO CAN JUMP BETWEEN 250 AND 450 MACHINES SEEMINGLY AT EASE, HARRI KULLAS HAS SWIFTLY MADE A NAME FOR HIMSELF AS A THREAT IN BOTH MAIN MAXXIS CLASSES THIS SEASON...

Words by Sean Lawless Photos by Nuno Laranjeira

Harri Kullas seems perfectly matched to his MVR-D Route 77 Husqvarna team – both are passionate about motocross, both are prepared to roll their sleeves up and graft and both take a distinctly left-field approach to the sport they love.

The opening round of this year's Maxxis ACU British Motocross Championship is a case in point. Staged on a super-snotty day at an even snottier Culham, the majority of the entry that day would rather have been shovelling salt in Siberia – Harri raced both MX1 and MX2 classes. He did the same at round two at Lyng and then, after this interview took place, doubled up again at round four at Hawkstone Park.

He wimped out at round three at Canada Heights but, then again, the previous day he had raced both MX1 and MX2 – four motos in total – as a privateer at a round of the Estonian national championship before catching a late flight to London.

"It's quite heavy because MX2 when I finish

I have time for just a drink and then I go straight to the gate again," says the 25-year-old. "Then after the first MX1 race there is only one hour or even less so I'm riding all day. It's heavy so the fitness is important but I've always had good fitness so I don't mind.

"I really like to ride a lot so for me it's good to be on the bike and ride as much as I can but before [Canada Heights] I had decided I was only going to race MX2. They had the MX1 bike ready but yesterday [in Estonia] was really cold and windy and it was raining all day so it was very muddy and a really busy day. Then with the travelling in the evening it would have been too much.

"Physically I'm okay but in my head I would for sure be tired and not focussed 100 per cent and mistakes can come so easy. In MX1 we are nowhere with the points so it is better to keep safe."

No matter how unconventional an approach it appears to be it's definitely working. Harri headed into the fourth round at Hawkstone Park in second >>





GRAEME IRWIN

Off-season shoulder surgery meant Graeme Irwin started the series on the back foot but after easing himself in to the championship the Buildbase Honda star upped the ante at Hawkstone Park where a double victory saw the Ulsterman move into the MX1 series lead – albeit by a slender four points! Graeme will no doubt be proud as punch to be taking the red plate into his home round at Desertmartin – let's just hope he has a better experience of it than his team-mate Martin Barr had last summer.

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HALF-TERM REPORT

AS THE MAXXIS HITS THE MIDWAY POINT WE LOOK BACK AT WHO STARTED THE SEASON STRONG AND WHO IS STRUGGLING...

Photos by Nuno Laranjeira and Haggis Hartman

Four rounds down – Culham, Lyng, Canada Heights and Hawkstone Park – and we're now a little bit closer to finding out who our 2017 Maxxis British Motocross Champions might be.

As things stand we're guaranteed to be crowning a brand-new champion in MX2 as not one rider in the 40-strong entry has won the title before. Hitachi KTM's Ben Watson currently leads the way ahead of Harri Kullas, Martin Barr and Mel Pocock.

Unlike last year's title chase that went right to the wire, this season's championship is a wee bit gappy with Watson currently sitting on a 30 point advantage over Kullas who has a 13 point buffer on Barr who also has the same advantage over Pocock. Fifth placed Todd Kellett is 16 behind Mel but almost three motos in arrears

of the leader. Blimey!

It's a bit tighter in MX1 as Graeme Irwin and Steven Lenoir are separated by just four points with four rounds/eight motos remaining. Neither has won the MX1 title before although Lenoir is of course the 2015 MX2 champion.

Gert Krestinov – who currently sits third 25 points behind Irwin – would be another new champion while Brad Anderson who is fourth has bagged the title twice before – in 2009 and '11. Fifth place Elliott-Banks-Browne is also a two-time Maxxis champion albeit in the MX2 division.

As things stand it's unlikely that either of the two-time champs will be adding a third title to their tally in 2017 although as early-season pace-setter Jake Nicholls knows all too well, this is motocross and anything can happen.

STEVEN LENOIR

The 2015 MX2 champion has been super consistent so far this year on the Hobbs Racing Kawasaki but has lacked the magic that's required to win motos – his best results being second which he's managed four times and third which he's bagged twice! Obviously very consistent Lenoir actually lead the championship after three rounds and even now is only four points behind Irwin as the series enters its second half.



LONESOME

**DAKAR RACER AND OFF-ROAD
ADVENTURER LYNDON POSKITT'S
LIFE BEHIND 'BARS...**

Words and photos by Future7Media



RANGER!





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DAN GETS THE RM-Z'S SUSPENSION WORKING SUPER SWEET THANKS TO A LITTLE HELP FROM HIS FRIENDS AT OHLINS...

Words by Dan Grove and Max Hind Photos by Ollie Billingham, Max Hind and Dan Grove

Back when I first started riding the RM-Z250 I took in three totally different tracks and riding surfaces – wood chip, clay and sand. On my first day out at Apex it was my first day on a bike for about six weeks so the first couple of sessions were used to loosen up on the bike and get a feel for the Ohlins suspension and also the Renthal Intellilevers which are something else that I'd not used previously.

The first thing that you notice with the suspension (if you missed last month's update the bike has a TTX Flow shock absorber and the front end features a TTX 22 cartridge system that converts the fork from an air fork into a spring fork), is how plush it is – even when just sitting on the bike in the pits.

There's zero stiction and the first quarter of travel feels very light and supple. Out on the track – and when I was going about two-thirds

of the way over the tabletops on the first couple of laps – the bike just soaked up the heavyish landings with no loss of forward momentum.

I didn't adjust any of the suspension settings as it was set to be for my speed and weight by Ohlins and when they've spent so much time on testing and development it would have been daft to have changed anything prior to the first ride.

As the day progressed I did make some changes though as the track got choppier. I went three clicks harder on the rebound on the shock – the book says to make two at a time but I wanted to feel a difference and then go back if I had to – as the back end was kicking up a little bit through the braking bumps into some corners.

This adjustment settled the bike down which is exactly what I was looking for and by the last session of the day I was certainly happy. As I was getting up to speed I was using the brakes more and this is where I noticed how much the >>





MASTER of Paris!

NOW IN HIS SIXTH UNBROKEN SEASON OF RACING IN THE UK, PARISIAN PRIZE-FIGHTER STEVEN LENOIR HAS SCRAPPED HIS WAY TO THE TOP OF MX2 AND IS INTENT ON DOING THE SAME IN MX1...

Words by Sean Lawless Photos by Nuno Laranjeira

Back in August 2012 when Anthony Sutton last interviewed Steven Lenoir for DBR the feature concluded with the Frenchman reflecting on his future. "I'm happy here," he said, "and if I stay in the UK for five more years then that will be okay for me."

Fast forward five years and he's still here, still happy and just like Sheriff Suttty – who at the time was just a lowly Deputy Dawg – he's gone on to bigger and better things.

At the time of that first interview he'd just taken a back seat from GPs, was living in the UK, racing for Roy Emberson's Samsung Yamaha team and heading to an eventual sixth in the Maxxis MX2 class in his debut season on this side of the English Channel.

This time around the 25-year-old is back living in his native Paris, has the 2015 British MX2 title under his belt and is a bona fide contender for the 2017 MX1 title with the newly-formed Hobbs Racing Kawasaki team.

"I've always had deals year after year here and I enjoy the competition in England," he says, perched in the back of his van at Canada Heights at the end of April. "I don't want to live here but I like to race here. I spent two or three years living in England but I didn't like it as much so I went back to France and just come here for the races and I feel good now."

"England is a very busy country and the practice tracks are not so great. It is really expensive as well. It was really difficult

for me to train properly.

"A lot of guys go to Belgium or Holland to practice so I felt I would just stay home, be able to practice and just come here for the races. It made more sense so I do that now for two or three years and it is good."

Like so many of today's top racers, Steven started riding at a very young age before moving into racing.

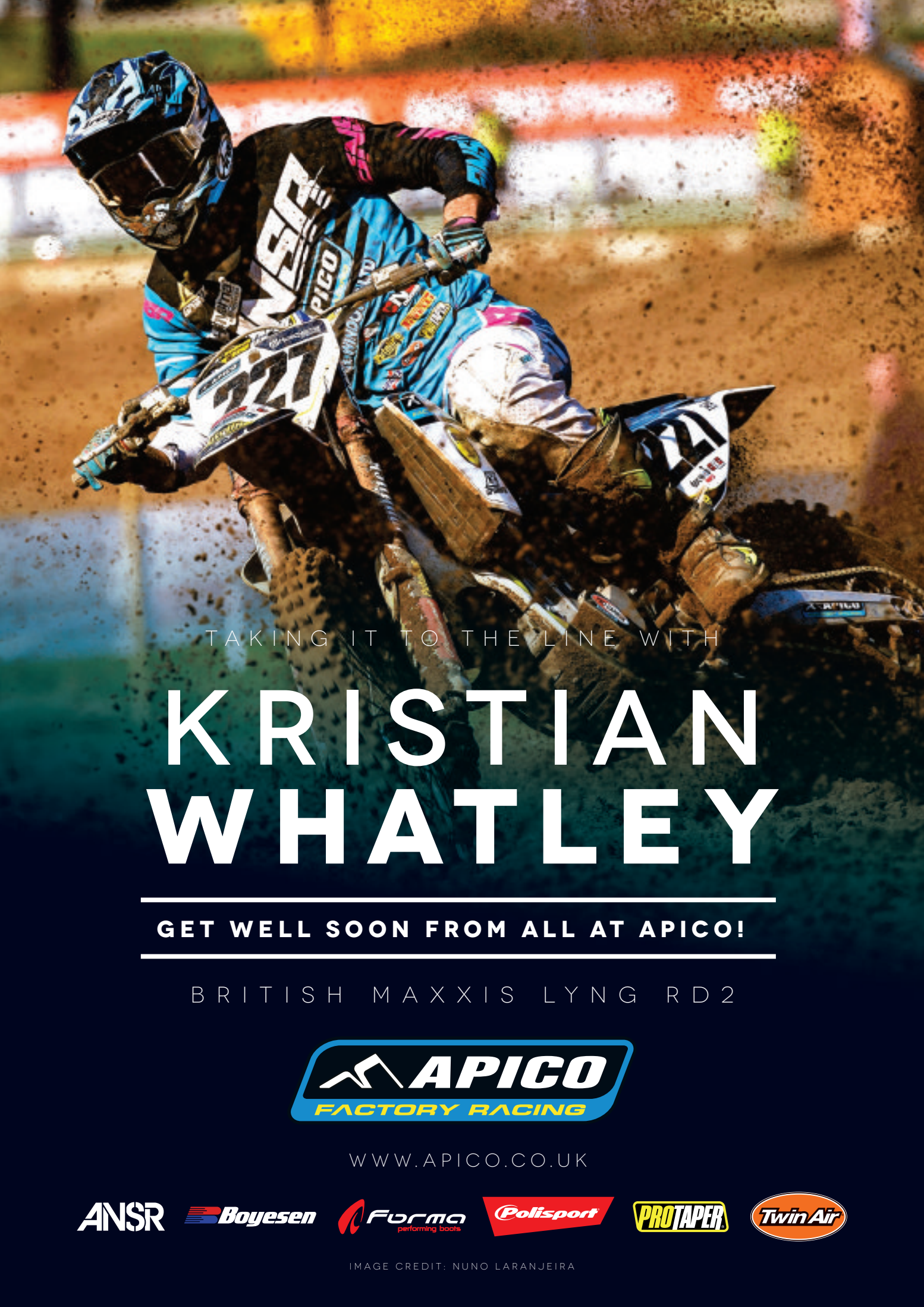
"I got my first bike at three and just played about. I think my first time on a track I was six or seven. My dad didn't race motocross but he just liked bikes. When I was a kid he bought me a PW50 and that was it."

"When I was like 12 or 13 I was not amazing but I was kind of top five. There were some super-fast guys. Then when I went up to 125 I was getting better and better and was fighting for the French title. Then I went up to 250F and didn't really race anymore in France, it was just GPs."

"I did my first GPs in 2009 but I was not ready for it. I was riding a 125 and doing some of the big races in France. Marvin Musquin's big brother was back from America for two months practising with the team and first race I beat him. So the team said he's out and they called me and said 'do you want a GP ride?'."

"For me it was obvious and I said 'yes' – I had a flat and everything – but I was young and I was not ready to do it. Back in the day it was 40-minute motos and I was not ready but it was really good experience."

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